

**PRICE 2d**

The Steamship COLAROI, now lying on the beach at north of Manly, together with all her machinery and gear on board along with a small tug and two large Hawaiian boats, will be sold by public auction on Tuesday, September, close at 11 September, 1883.

The highest or any tender not necessarily accepted. All information can be obtained from

W. MOWEL N.Y. Paramatta, near S.

The vessel is sound, and can be floated.

**COMMON RICAL WHARF**, foot of King-  
St. Sydney, accommodation vacant. Mr. Howell, wharf-  
agent.

**TO WHARFINDERS, SHIPPERS, AND UT**  
LONG NOSE POINT, BALMAIN.

**HARDIE and GORMAN** have received instructions for a term of three or five years, A NEWLY WHARF, possessing deep and extensive water frontage, 800 feet in length, and situated immediately adjacent to the Fitzroy Docks, Cockatoo Island, approached by Lousmouth from Cove-road, Balmain.

For full particulars as to RENTAL &c., APPLY to  
**HARDIE and GORMAN, 135, PITT-ST.**

**MORT'S DOCK and ENGINEERING COMPANY**  
Limited.  
WORKS—New Pitt-St. Bay.  
Town Office—35, Pitt-st. Sydney.

**FLOATING DOCK, MORT'S Bay, Baltimore**  
THOMAS S. ROWNTREE and CO., Wood and Coal

Marine policies on merchandise issued by this Association  
 Wool insured against loss from time of shearing.  
 W. H. MACKENZIE, Junr., General Managing Under  
 Exchange-corner, Sydney.  
 Personal.  
 A H Z H U R C U B I

**KING-STREET, CORNER  
MISSING FILIPINO, MEET KIN, AND  
PRIVATE INQUIRY OFFICE,  
CERTIFICATES OBTAINED OF BIRTH, DEATH  
and MARRIAGES.  
COPIES OF WILLS AND OTHER DEEDS OBTAIN  
CONFIDENTIAL INQUIRIES  
CONDUCTED WITH THE GREATEST CAUTION  
SPECIALLY PRIVATE INVESTIGATIONS  
are attended to SOLELY by Mr. CUBITT, and in the  
tion of  
INTRICATE and DELICATE INQUIRIES  
clients may rely upon the carrying out of such with a high  
to their sacred character and importance.**

**ERNEST ALFRED HARRIS**, of Bristol, whose last known whereabouts are Rome, Quindici, Italy, earnestly requested to be signed, who will supply him with funds, and arrange passage home. A REWARD will be paid to any person whose information as will lead to ascertaining his present whereabouts. Apply to the Friends Office, the Arcade, Edinburgh.

**QUICKLY.**—Call; the article ready.

**JAMES MCGREGOR**, late of Dundee, is in London, and will call at 26, Gloucester Street, W. S.

**J** Brother, JOSEPH GAENER RISHTON, or other re-  
England, he will hear of something to his advantage.  
Rish-ton was last heard from when in Melbourne.

**J**AMES COLLIER, arrived Ly-se-Moon, from Mo-  
-Inquire of steward, storage.

**J**AS. LOMAX, Johnston-street, Balmaln, is re-  
pared to execute any commissions for Bill, Steam  
and Boatbuilding; also, to prepare specifications and  
drawings for the same.

**L**OTTIE, -Why a disappointment? Try Mond-  
-and the same result. See advertisement.

**M**ISS MATILDA BISS, -Please call on J. A. Biss,  
-Pitt-street, Early.

**M**rs. J. A. BISS, -Please call on J. A. Biss,  
-Pitt-street, Early.

**M**RS. ROWORTH, if in Sydney, please send to old friend, A. H., General Post Office.

**M** K. DUGHAL, late of 10, Burton-street, Ramsey, King-street Arcade. Important.

**M** ERCEY.—Mrs B., sister of R. D. Mercey, Birmingham, kindly send address to F. E. M., Goteh, Melbourne.

**O** RCHARDVILLE, Orchardville.—Call for letter Post-office, Haymarket. Anxious to see you.

**O** LD FRIEND, A. G., don't live in town. General Post Office; will call Monday morning and on Tuesday, 21st.

**SHOULD** this meet the eye of A. H. HALE, for you at the Post Office, Sydney; also one at P.O.

**Lost and Found.**

**FIVE SHILLINGS REWARD.—LOST,** NHA WU, near Kogarah. Apply R. Pearce, 38, Market-street.

**FIVE POUNDS** reward on conviction, if stolen or strayed, small Bay PONY, 12 hands, grey mane, &c. of shoulder. Herwick, 65, Turner-street, near police office form.

**L**OST, half of GOLD KEYGLASS. Reward  
Hurst, Jeweller, 321, George-street.

**L**OST, at North Shore, on 15th instant, SILVER  
Reward. Mrs. R. W. Moore, Walker and Berry, 31  
L

**L**OST, black-and-tan Collie DOG, from No. 1  
Point, Reward.

**L**OST, at Wedding in Royal Arcade, BROOCH  
return to Pinkstone's, 139, Foveaux-street.

**L**OST, from schooner Adonia, SHIP'S BOAT.  
P. Hogan, 213, Sussex-street.

**L**OST, Wednesday afternoon, PENDANT  
French. Reward. 120, Elizabeth-street, Sydney.

**L** Leather TRUNK, addressed "Mr. Fred. Goodwin," Mrs. Clausen, Post Office Hotel.

**L** OST, an old-fashioned LOCKET, set round with pearls, contains photo. One sovereign reward if brought to the Metropolitan Police North.

**L** OST, yesterday, between Brickfield-hill and Portico, a Red Morocco Leather GIGAL CASE, with silver mirror and a small leather plate. Reward, W. Miller, Metropolitan Police North.

**O** NE POUND REWARD.—LOST, 3 HORSESHOES, one branded 719 near shoulder, No. 5 off shoulder; one branded J. Noad, Seaward Dairy, Randwick.

**O** NE POUND REWARD.—LOST, on Thursday, a

**STRAYED**, a Black Shetland PONY. Finder rewarded on returning same to F. Gannon, Cook's Island.

**STRAYED**, from Newcastle Steam Co., West Black DOG (female), light nose and legs. Reward.

**TAKEN** by mistake, from Burwood School of Thursday, a Cream Satin FAN, with Olive-

**TEN SHILLINGS REWARD.—LOST**, a New England Dog entirely black, with thick bushy tail, detached from the body. Notice will be prosecuted. Patriarch, Circular Quay.

**TEN POUNDS REWARD.—LOST** on conviction if a dog strayed, chestnut HORSE, white down forehead bay HORSE, white streak down forehead, pure on the legs, Bondi Villa Dairy, Bondi.

**TWO POUNDS REWARD.—LOST** from Leichhardt bay HORSE, branded two keys off shoulder, between shoulder and ribs. The above reward paid on Josephine Cottage, Carp-street, Leichhardt.

**TWO POUNDS REWARD.—LOST**, from Leichhardt

**F**OUND, on my Premises, Black-and-Tan Terrier. Owner can get it, 336, Gheen-street, Woolloomooloo.

**F**OUND York-otter, Parcel of Jew's-Ear. Apply F. Walker, Windsor-street, Paddington.

**F**OUND, 15th Instant, two CHEQUES (open) Liverpool-street. Apply C. W. Forbes, 201, Elizabeth-street.

**F**OUND, Retriever DOG. Owner can have him by expenses. Apply 108, Riley-street, Woolloomooloo.

**F**OUND, a DOG. Owner can have him by expenses. Apply 266, Palmer-street. If not at three days, will be sold to pay expenses.

**ART GALLERY OF N. S. W.**  
The GALLERY will be RE-OPENED at 3 p.m. THIS  
By order of the Trustees. J. SIDNEY, Sec.  
18th August, 1888.







## 3

## BULLETIN OR MANIFESTO

[illegible]

**THE GEORGE-STREET, SYDNEY,  
NEXT THE ROYAL HOTEL.**

**NOTICE.**—Things to be sold by H. Spilbrey, 555  
George-street, Sydney, on Monday, 2nd August, 1883.  
Crown-street, can be had at 102, Forbes-street.

**I**F Mr. KERR does not call for the gun he left at the  
Victoria Hotel within a week from this date, it will be sold to  
the highest bidder.

**N O T I C E**

All ORDERS for GOODS, or for the WORKS on this Contract must  
be duly signed by A. J. SMYTH, otherwise they will not be  
recognised.

All Accounts will be paid every alternate SATURDAY.

**A. J. SMYTH and CO.,**  
No. 7 Contract, Swaney Sewerage,  
Bend, August 6, 1883.

**DOMESTIC FOIL WOOL WAREHOUSE**

**MORT and COMPANY, Limited,**  
offer a Premium of ONE HUNDRED GUINEAS for the most  
approved Design for a  
**WOOL WAREHOUSE.**  
to be erected on their property at Circular Quay.

For further particulars apply to  
**MORT and Co., Limited,**  
Circular Quay, Sydney.

**CAUTION.**—The trade in purchasing RUOK and  
**GLAUM**, will please note, all goods have the heads painted blue  
and in the middle of the head is a white cross, which none but  
genuine, Robert Phillips and Co., sole agents, Bridge-st. Chambers  
**H. R. N. S. N. CH.**

**NOTICE TO SHAREHOLDERS.**

The Balance-Sheet to 31st July, 1883, can be seen at the **M**  
outh and Sydney Offices of the Company.  
Shareholders who wish to attend Annual Meeting at Morphett  
on 23rd instant, can obtain Passes at the Sydney Office.

**J. W. LEE,**  
Acting Manager.

**H. R. N. S. N. Co., Sydney,  
17th August, 1883.**

**N O T I C E**

At the Mittaunga Coal Company's Share List will CLOSURE  
on WEDNESDAY, 22nd of August next, all applications must be  
made on or before the 19th inst.

**W. VALE OF CLYWD COAL-MINING AND COPPER CO.** D. MINTYER, Secretary pro tem.  
In consequence of the increasing demand for this Company's Superior Large Coal, and the scarcity at Government works, we have to request that you will forward your orders and cash three days before you actually require the coal to be delivered. Priority will be given to orders booked in advance. Our collieries are now working at full capacity, and the demand is so rapidly increasing that I cannot undertake to supply orders unless booked timeously. It is our desire to secure the confidence of consumers as "that the Vale of Clywd Coal-Mining Co. is the best in the market for any or all purposes." One trial will prove this to be true.  
Prices and full particulars may be ascertained upon application to  
**JOHN H. MCHOLAND,** General Manager.  
Head Office, Waterloo Chambers, 45B, George-street, Sydney, August 16.

**N. S. W. MONT DE PIETRE COMPANY** advances money on Chattels, Jewellery, Mathematics, Musical and Surgical Instruments, &c., &c., from 5s upwards. Don't make a mistake. The new building, and a large entrance for waiting.  
**LEWIS LEY,** General Manager.  
**MERCANTILE MUTUAL INSURANCE COMPANY, Limited.**  
Head Office, 100, Market Street, Sydney.  
Shareholders are hereby informed that the half-yearly interest on the paid up capital of the Company at the rate of 5 per cent per annum will be payable on and after the 1st of September.

**ALFRED R. GIBSON** General Manager.

SYDNEY, 25th July, 1883.  
**MORI'S**  
 CIRCULAR QUART, WAREHOUSES,  
 and  
 DARING HORSE, SYDNEY.  
 WOOLGROWERS and OTHERS.  
 As the Wool Season is nearly over, and I avail myself  
 of the opportunity of addressing you in regard to the disposal of  
 the quantity of NEW ZEALAND WOOL, which is now in the hands  
 of the Indemnity which exist for offering wool in this market.  
 I have the pleasure to inform you that the SYDNEY WOOL  
 MARKET is undergoing rapid and complete alteration. In  
 former years, through want of carrying facilities, a very large  
 quantity of NEW ZEALAND WOOL was sent to the United Kingdom  
 while on the other hand the competition in this market was  
 very keen, and the result was that the wool was sold at a low  
 price, and the grower was compelled to sell at a low price in  
 London, or for realisation. This state of things no longer exists.  
 With the manufacturers, both of England and the Continent, it is  
 now a matter of course to send their orders to the Sydney  
 Market. It is evident that he who sends his agent to  
 the Sydney Market, gets a long start of the man who waits to buy in the London  
 Market, and the result is that the wool is sold at a high price, and  
 the grower is enabled to get a high price for his wool. The one  
 who has the wool in his hand has the advantage.  
 That this fact is fully appreciated by manufacturers is evidenced  
 by the care of our NEW ZEALAND WOOL, which is now in the hands  
 of the Indemnity, representing all parts of Europe and also America,  
 and the result is that the wool is sold at a high price, and the  
 value being obtained.  
 So convinced are we of the much greater dimensions that we have recently  
 purchased land for the erection of warehouses, which, when com-  
 pleted, will be of great service to the wool trade, and the result  
 for which we at present have store room.  
 In view of the above, and the advantages of the  
 SYDNEY MARKET, we are always ready, in the absence of  
 our factory office here, to ship to London, where consignments to  
 be made, and the wool is received and sent to the  
 under the personal supervision of our Mr. Buchanan, who has  
 the honor to be, Sir, your obedient servant,  
 J. B. MORI.

[illegible]

August, 1882.

<b>MORT'S</b>	<b>Wool Store,</b>	<b>WAREHOUSE</b>
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**LIBERAL ADVANCES**  
made on  
**Wool,  
Sheepskins,  
Tallow,  
Hides,  
Wheat,  
TIN OIL,**  
and  
Other Produce,  
for **BALLS or BILLMENT.**

**MORT and CO., Limited,**  
Wool Warehouse,  
Circular Quay, and Darling Harbour, Sydney.

<b>JAMES</b>	<b>MORT AND CO.</b>
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**Stock Station and General  
Commission Agents**  
28, Macquarie-street, Sydney.

**Liberal advances on SPANISH and STOCK,**  
also on **Wool, Tallow, and Sheepskins**  
consigned to them for sale or shipment.

**HARRISON, JONES, and DEVLIN, Limited,**  
Wool Warehouse,  
**FAT STOCK SALESMEN, Stock and Station Agents,**  
Grain and Meat Brokers.

**OFFICE and STORES—Circular Quay, Sydney.**

Liberal Advances, if required, made on all Produce or Stock  
consigned to us.

**THE UNDERSIGNED will make liberal advances ON**  
**Wool or other PRODUCE** consigned to their London  
**House.**

**ADVANCES** made on Wool, Metals, and other Colonial  
 produce for sale here, in London, or elsewhere. Credit  
 granted for the purchase of East India, and interests executed on the most  
 favourable terms, through our London house, Messrs.  
**GILCHRIST, and CO., of East India, London-hall-street,**  
**GILCHRIST, WATT, and CO.**  
**Lloyd's Agency.**  
**GOLDEN CHANCE** for Speculation, Burwood Sale,  
 THIS AFTERNOON, at 3 p.m. Batt, Rodd, and Furze.  
**CUPS, SAUCERS,** mounted and unmounted, from Wor-  
 cester Royal Co. Bray Bros., 403, 404, George-street.  
**SOMETHING MARVELLOUS.**—Faller's Half-guinea







By J. H.

XVIII.—IN DOUBTFUL SOUND.

better title had been fully realized. It claims without count, not the least of such magnificent size for a Sound—excelling in respect the grand Dusky Sound visited afore.

To reach this fourth of the Sounds of the Coast, we had, after lifting anchor at the Jack, retrace our course, and pass down the reefed Acheron Passage, the first half of which we traversed on our way to an anchorage at Waikiki. All the characteristics of the earlier part of the passage were intensified in this latter part. The waterway narrowed, and the rocky walls rose to heights, shutting out all side light, and producing gloomy effects. If seen from the top of the heights on either side of this passage the boat would have appeared as a mere toy boat that had been tossed on the charm-like figure that this Acheron really represents.

I am glad to be out of this gloomy pass, and the vessel turning between low steep rock formations, known as the Illars of Ears and Fehor, towards the southern end of long Secretary's Island so named lies across the entrance to the Sound, and there lying acts as a barrier against the water, and that most effectively. Tassing lively lies now in smooth and pleasant water, islands and islets, until we turn up that divide known as Bradshaw's Arm. Walled in by hills, all verdure add to their crown, with us the great help of blue skies and bright sun gladden the scene. So far we had, fortune, found the generally experienced treacherous waters of the West Coast, and were duly jubilant at our fortune.

[illegible][illegible]

the time that their ammunition had failed, the only part of their food would be lost to the enemy. The natives, however, covered a patch of about 100 square paces with a nettle soup, to be used only, but were of large size. The soup, when boiled, to be very palatable, and to be given in addition, to make excellent soup. Other parts were none now obtainable, for the penguin was reported to be quite uneasy. Nettle-top soup, carried them on until outside aid came, and the soup proved also to have healing virtues. One of the men had been injured by the fall of a piece of jagged wood which cut off one of his fingers, and much of the blood had been lost. The nettle soup was the only other. In this distressful condition the boat was landed, and the natives were reported to be highly efficacious and very curative in the emergency.

What the philosopher meant was that no pleasure is without its alloy, and that this latter, and not the pleasure, is the intolerable thing. He had, perhaps, been to the docks the day before, and had sampled the wretched there with a few friends—so spending a pleasant afternoon. Next day came headache and want of appetite, and then down went the oft-quoted anathema against the world's pleasures. Australia's pleasant poet, (Jordan, has summed up the matter when putting the philosophy of it in this shape:—

\* That game was never worth a rap  
For a rational man to play  
If with no accident, no mishap,  
Might ever mar the day."

These flies to me strange selections of those whom it pleased them to punish. In this way their freaks were as curious as those of Fortuna. They particularly despised my humble self, and another only out of the crowd, who had been so long in the crowd, as to swallow that I could hardly hold knife and fork, and the napkins covering one's forehead made the pressure of that or cap terrors quite troublesome. It is round about the eyes, however, that their bites and the consequent swellings had been most troublesome—these I had been told were the worst, but I was not prepared to experience the swelling increase. I was compelled to think that I must, as a scapegoat, have borne the punishment intended for distribution among many others who suffered nothing whatever from these little tormenters. I thought wanted to "hang up philosophy," because they were so much in the way, but I was not in a handy, however, just now with many who, in Mark Twain's fashion, make themselves seemingly satisfied with what should have really made them much otherwise. Fortunately there was to be no bull given on board, so that the non-presentable appearance of many of us was not likely to be a hindrance. I was glad for the simple reason that could not, alas! have been shaved.

We have hitherto well provisioned the ship's table with fish every time that the anchor has gone down, and in that way have often earned our dinners before eating them. The glorious weather, blue skies, and bright sunshine of the days, have been followed by coolest nights. Among our large number of passengers have been no causes of quarrel or disagreement. The *mal de mer* was defeated by our daily running into waters that, though salt as the sea in their character, were as smooth as mill-ponds on the surface. It may be that these waters of the Sounds are not exactly as salt as the ocean, but that they are so, and that they contain a large quantity of fresh water, is proved by the numerous cascades that are ever delivering the melted snow in large and small contributions.

On board of the Tarawera the electric light has done quite full share to the pleasure of the excursion, making our otherwise dark nights quite cheery in their brightness. Such was no small matter as a contribution to the pleasure of the excursion, for the moon was not in a wet and foggy day is that of a dimly-lighted state of things by night. Goethe's last words, "More light," are in such cases really the unspoken wish of all of us. Light of itself by night, as sunshine by day, is a pleasure in itself, and the pleasure is shared by Edison and his co-labourers have become, and largely so, the best benefactors of the human race. The blessings of all, and especially of those on the other side of the world, are on him and them for the alleviation the world has been made to know that the pleasure of the illumination that follows thence to the mind, intellect, and the spirits generally.

Of the minor good things attaching to this electric way of lighting vessels at sea were that our crowded cabins were not in the least heated by the brilliant light which shone in them. It was a light that enabled one to lie in one's bunk reading one's self to sleep—a blessing not obtainable by the old system of lighting ships' cabins. Another good thing was found in the general instantaneous ignition and extinction of the light, saving the usual disturbing visit of the bedroom steward that interfered with one's first nap. One turn-off or turn on at the engine-room did the whole business for all the ship.

By night a light of this electrical kind burns half-mast high, so shedding light upon deck and lustre all around. Elsewhere, in eastern and warmer quarters, the light would have been lower, and the heat less, and upon us to an unbearable extent. There seemed, however, to be nothing of such night life of insects in these Sounds. The one insect that we know of—and know too much of—the sandfly—has gone to its night's rest, satisfied with its demonic doings for the day.

If our lights did not wake up the insect world I am certain that our night's social life in the electrically lighted steamships have kept all the birds from sleeping. Our musical talent, both vocal and instrumental, developed in new and different directions every night. The like had never before been heard in these excursions. The kapepe, the moko, the penguin, and others of the feathered kind, were thus kept awake by the choir from the latest operatic novelties. Indeed, in the deep stillness that reigned around all nature itself

It was pleasant so to end the day's adventures with such evenings of sociality as a help to which the Tarawera had, among other good things, an excellent piano. These events of the coming evening afforded our ladies some diversion by day in the way of rehearsal of the vocal and instrumental pieces that were to be the triumphs of the night. As it was altogether, we excursions, shut up nightly as we are in one sound or another, did remarkably well—having but the wants of the morning paper and the postman. Perhaps even that proved a blessing in making many among us know for the future the full value of what the press and post supply to them.

**THE EX-KHEDIVE ON THE SUEZ CANAL**

The Paris correspondent of the Times relates that in the course of a conversation he had at dinner with Ismail Pasha, he asked the late Khedive, "What does your Highness think of the Canal question?" "I think," replied Ismail, "that when I gave the concession, I did the worst thing for myself, and the most useful thing for Egypt, for England, and for France, who has had the glory of having carried it out. But I cannot understand the attitude which

My English is sufficient for the question. I would have been glad if you had asked me what I should do if I were to be constructed by the present company or by an English company; I should reply that I preferred that which afforded the greatest advantage to commerce and industry; but this would seem to be evading the question. Let me say, then, that there seems no reason for not allowing the present company to do what is deemed necessary for the requirements of commerce. There is much dispute as to whether the Canal is English or French. It does not comprehend such a dispute, for it is neither French nor English; it is Egyptian. The reversion belongs to Egypt, not merely because at the expiration of the conces-

tion it reverts to Egypt, but because it is made on her soil, her inalienable soil. Austrian and Italian railways have been made, managed, and worked by Frenchmen, yet nobody has ever pretended that the railways were French. There is no better reason for arguing that the Suez Canal is French or English. It is Egyptian, and subject to Egyptian laws; and whenever those laws are modified the Canal will be affected. It is property, the usufruct of which has merely been given us for a specified term to those who accomplished the construction. Never forget this. In England's present position, as a weakling, her own case by dispossessing the nationalities of the

Canal. M. de Lesseps is assuredly a great personage, and as long as he lives the Canal seems stamped with his nationality. This is a kind of politeness towards him. But as soon as he disappears the factional French character of the Canal will disappear too, and it will be a thoroughly Egyptian property. The masters of Egypt will be its masters, and this to such a degree that everything not recognised as necessary or useful to the Canal might be forbidden. I cannot see what interest the English have in discussing the nature of the property. The main point is whether they are the masters of Egypt, and nobody now disputes that they are, *de facto* or *de jure*. Being then masters of Egypt,

They are the real masters of the Canal belonging to Egypt. So much for the Canal; and if anything surprises me, it is that somebody else has not forestalled me in saying this. You will see, on adopting this standpoint, that the Canal is negotiable, and you will look at the Canal question in a new light. I will find that the English have no very possible reason not to be alone about the future of the Canal; and that they can allow the present company, or founded any company, to improve the Canal. For whatever company happens to be possessed of it, it is always, at the given moment, the real proprietor who has the last word in such questions. I am well aware that in expressing this view I shall not give the English a great desire to abandon

Myself; and perhaps I shall be blamed for saying this. But we put the question to me on conditions which prevented me from saying anything but the truth. I am a Jew, and my rights are contrary to my rights. I have therefore spoken my mind openly, and without hesitation."

BY JAMES SMITH.

One of the most remarkable instances of journalistic success is that presented by the *Daily Telegraph*, which was started in the month of January, 1855, by a person named Arthur Sleigh, with a few hundred pounds of borrowed money. Two brothers named Levy were his partners, and they were very shrewd in the use of his paper; and as he was unable to meet his payments on them, he gave them a lien over the property for \$500, which subsequently fell into their hands, and five years afterwards the circulation had risen to 100,000 copies daily; while its original proprietor, after organizing a revolution in the city of New York, and being driven out of Columbia, and after unsuccessfully contesting the borough of Greenwich at the general election in 1857, took refuge in the Court of Bankruptcy, and soon afterwards dropped into an unhonoured grave. The Levys, one of whom changed his name to Lawson, eventually found themselves in a very bad way, and the *Daily Telegraph* at the present market value of the *Telegraph* is estimated at a million sterling. Large as its circulation is, it is equalled, if not exceeded, by that of the *Standard*, while the *Daily News* has also made its way into public favour "by leaps and bounds." The *Times* is still a power in the State; but it does not count for so much as it once did, and is fast losing its place. It allows its foreign policy to be directed by its Paris correspondent, M. Biéville; it is often outstripped as regards priority in the publication of important news by its penny contemporaries; and it is not credited with that vigilance, sagacity, steadiness of purpose, and wide range of information which were its chief characteristics, which almost resembled the intuition of genius, of arriving rapidly at a sound and dispassionate judgment upon passing events in the midst of the excitement of their occurrence, which were the rare characteristics of the man who, during the lifetime of a generation, wielded a greater power than either

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The names of the principal contributors to the morning and evening papers in London are just as well known as those of the leading actors in the drama of modern society, as are those of the leading actors in the drama of the principal theatres; and habitual readers of both the daily and the first-class weekly journals have no difficulty in "spotting" the articles, notices, criticisms, and reviews, written by certain men, such as Mr. John Addington Symonds, Mr. William Gifford, Mr. Justin McCarthy, Mr. Edward Dicey, Mr. Hallam, the brothers Greenwood, Mr. H. R. Watts, Mr. Glynne, Mr. Hutton, Mr. Edmund Yates, Mr. Henry Labouchere, Mr. Clement Scott, Mr. Grant Allen, Mr. Jefferson, and many others that might be named, and as often as they appear upon their contributions scan an individual's credit as a contributor; and the transition from this state of things to one in which articles will be signed with the names of their writers may be expected to be effected in due season.

Nor, judging from the influence commanded by the signed articles in the Paris press, would the authority of the London journals suffer, it may be anticipated, by any appreciable extent. In many instances it would be increased. It would have augmented the interest and value of the reviews, as often as they appeared. It would give to the review if the name of the late J. R. Green had been attached to it. So, too, with its fine art criticism: it would certainly derive additional weight if subscribed P. G. Hamerton; and when one sees the initials







COMMERCIA

[illegible]







them with brilliant success, some with total failure. Capital and pluck are not enough to work the problem out to the right issue; sound judgment is needed, too, and sometimes it is sheer good luck that makes all the difference between going up and going down.

Major FIELDING is anxious that his young friends who go to the colonies should take with them not only a moderate amount of capital, but an outfit in the shape of an educational preparation. What is wanted to make a good colonist? This is a question which seems to perplex a good many English parents who have paid several years fees to popular grammar schools. There was a talk in England lately of starting a school for the express purpose of preparing boys for the colonies, but we have not heard as yet what is the special course of study, nor what new professional course is to be established. Major FIELDING is practical enough in his scheme to satisfy the most obtuse Philistine that ever graced Mr. MATTHEW ARNOLD'S heart. Aristocratic as are his general tastes, his stipulations as regards culture are confined to knowing so much Greek and Latin as will enable a young man to be a complete master of the English language. How much that is may be said to be an unknown quantity? How much would it have been in the case of JOHN BISHOP or RICHARD COBURN—how much has it been in the case of nineteenth-century successful squatters, whose prosperity is the magnet to draw young men of capital to the colonies? With that medium of classic to start with, Major FIELDING turns to the practical studies and qualifications before his young friends which is enough to frighten many young men who are not of a very enterprising turn of mind. This is the summary of what the intending colonist should learn:—He must understand the elements of the theory of agriculture, and the principles of rotation of crops, according to the varying conditions of climate and rainfall, be able to use any kind of plough, to drive horse or bullock teams, and to use and repair all farming implements; he must understand the breeding and rearing of stock, the breaking-in of horses and bullocks, and the handling of sheep; he must be able to construct rough bridges, dams, tanks, and watercourses, and should have an elementary knowledge of hydraulics; he should be able to survey, and levelling; he should be a rough carpenter, and able to put up a bush house; he should be able to manage a boat or raft, and take his latitude and longitude; he should understand the steam engine and the elements of natural and chemical science; he should be up to the art of supplying a traveller's exigencies, so that he may not starve in the bush; he should be a good plain cook, and able to cure meat and hides; he should be able to use the axe and cross-cut saw, and sharpen his tools; he should understand enough of the business of the wheelwright and saddler to repair his waggon and harness; he should have sufficient knowledge of geology and mineralogy to understand rocks and stones, the probabilities of the whereabouts of coal and limestone, and how to find underground water, and, lastly, he should be able to keep his books. When he has mastered these few matters he is fit to emigrate, and we may add, he will be very welcome.

There is no college or university that we know of in the mother country where a youth could acquire all these accomplishments, and certainly if young men could not be successful unless they had graduated in all these subjects, success would be rare. Looking back upon the careers of our successful men, we cannot honestly say that they have got on because they have been thus equipped, nor can we say that the want of this capacity has been the weak part of men who have failed. Of course no knowledge is ever a hindrance, and it cannot be said to be necessary to the success of a colonist that he should possess all these qualifications. It may happen to any one to find one or more of them useful or even essential, but the art of getting on is not the art of acquiring or of practising professional aptitudes. The cases are the exceptions and not the rule when colonists belonging to the capitalist class are called upon to be experts themselves in manual trades or professional operations. In nine cases out of ten skilled service is obtainable, and very few men have had to be thrown much on their own resources to break in their bullocks, or mend their drays, or build their own mills. A knowledge of men and things, a faculty of appreciating the situation, of seeing things as they are, a freedom from prejudice, an insight into the drift of things, a faculty of seeing what is best to do under any given circumstances, and a little forecast, have done more to make success than any amount of personal expertness and craftsmanship. It is more the habit of the mind than the furniture of the mind that makes the ready and successful man. It is a power of flexibility and adaptability that enables the prosperous man to do the right thing, while his neighbours, who run in ruts, do the wrong thing. This gift to some extent comes by nature, but if it is to be taught at all, it is to be taught by those pedagogues and professors who study the formation of character, and who set themselves to train a man rather than to fill a brain-pan or turn out a machine.

There is a great deal of discussion going on in our columns as to the best way of getting a railway to Inverell. This is all to the good. We have had too many railways designed in the dark, and where the route has been steered by private influences, and not with a regard to the public good. It is well, therefore, that ample discussion should precede the adoption of any line about which there may be any reasonable doubt. Mr. STUART has hinted at the expediency of having a formal and open inquiry in most cases, so that all the available evidence may be produced and sifted and adjudicated upon, and that nothing should be done without a clear understanding of the why and the wherefore. But this suggestion met with some opposition in the Assembly, as a sort of infringement of the rights of hon. members. If the case were made clear to the whole public, hon. members would have nothing to do but to vote for what was obviously best.

As to the line to Inverell, the decision seems to turn very much on the object that has to be served. The branch must go from Tamworth, there would be the least degree of unnecessary climbing up and down. To go from anywhere from the north involves more climbing to the tableland and more

descent. But then it would be shorter to go from the Mother of Ducks, and shorter still to go from Glen Innes.

What is it that at present comes as a prod from Inverell? Principally wool and tin; and if they are bound to Sydney the shortest road and that of best gradients would be the best; but it is argued the pit in a temporary industry. If the wool went by Glen Innes, it could stop on the road and get washed, and that the wool-growers would save in carriage the cost of this handling. On this point it would be more satisfactory to have the opinions of the wool-growers than that of the wool-sourers. A further very important point is urged in favour of the Glen Innes route, and that is that it would open up and settle agricultural land. So far as land near Inverell is concerned any railway to it would be equally convenient for wheat to be sent to Sydney. But it is urged that for the more northern route the land along the line is better, and that the best market is north and not south. But what will it cost at existing rates to send wheat from Inverell to Brisbane, and how far is Inverell in a position to cut out Warwick for the supply of the Queensland market? This is a point on which more information is wanted. Then, too, it is necessary to know what proportion of the wheat would seek a northern or a southern market respectively, seeing that what would suit one best would not be best for the other. Then, also, it would be desirable to know what proportion of the general traffic of the line the north-going wheat would be, and whether the passenger traffic would mostly lie with Glen Innes or with places more to the south. Disputants do not bring out these points, as they do not always care to say all they know; and there is plenty of scope for a thorough inquiry before the matter is settled. We do not attach very much importance to the argument that there are large private estates on the Glen Innes route, because the effect of a railway would be to break them up. If whenever there is unoccupied land, Government would make railway reserves, there it would be a potent argument to say that on one line the Government could indemnify itself out of the land for the cost of the line; but so long as we sell land first and improve it afterwards, it does not much matter whether we are going to benefit past purchasers or a fresh set of speculators.

From the report of proceedings at the meeting of the City Council on Tuesday last, it appears that the Council has been applying to the Government for permission to reclaim land at the foot of Liverpool-street, in Darling Harbour, and at the foot of Margaret-street, and to erect jetties at the ends of those streets and of Bathurst-street. The application has been refused, on the ground that the land might be required for wharfage extensions, that the available water-space was limited in extent, and that the public interest would be served by granting it. The refusal seems to have caused dissatisfaction to the Council, and it was agreed that the Government should be asked to reconsider it. It is not easy to see why the Government should reconsider this matter, for the decision already made is a sound one. The water-space in Darling Harbour is too confined to be trifled with. If the banks were in a state of nature now, and the Government had free scope to design the method of making that space available to the fullest extent for the purposes of commerce, a policy would be adopted very different from that which has been followed, which has permitted obstruction and encroachment, has interfered with the economy and efficiency of dredging operations, has promoted the shoaling of the harbour, and has tended to diminish the accommodation for shipping. It is difficult to see how the rapid growth of the city and its trade was not anticipated, the necessities of the future were not foreseen, and things were allowed to be done which would not be allowed by a public spirited Government with the present knowledge of what the public interest requires. It is difficult to undo the errors of the past where vested interests have been created by them. To resume the water frontage of Darling Harbour and construct there a system of wharfage worthy of the situation would now be a costly undertaking. Costly as it would be, it is not beyond the resources of the Government, nor would the expenditure, if undertaken in good time, involve a waste of money. Sooner or later the work would repay its own cost. But it would be a grave mistake at this juncture, for the Government to sanction anything that would complicate the problem, or tend to the creation of new interests that might become obstacles in the way of reform. The two important questions of the reconstruction of the wharfage and the extension of a line of railway parallel with the water's edge are now before the public, and under the consideration of the Government. They are questions that ought to be considered together, for they really form branches of the same subject. By undertaking the two works together, the Government would gain the power of securing for the State the increased value which their execution would give to resumed but unused land, instead of letting all the gain go into the pockets of private people. With a great enterprise like this in view, this small matter of costly jetties at the end of the streets may well be postponed. There are too many jetties already. It will be well if they are all swept away, and replaced by a line of wharfage, constructed on better principles. Let that question be settled, and it will be easy then to provide accommodation for those portions of the public by whom the jetties proposed by the Council would be used. The application was at least inopportune.

Regret will be felt if the Sydney Mutual Union should collapse; but its present moribund condition leaves little ground for hope, either for itself or for any other society that may at present arise in its stead. The causes of failure are rather numerous. If we may believe all who have written on the subject, and some of these causes could not be easily dealt with. Professional men, and women too, are commonly reputed to be sensitive about measures as to their personal merits and honours, and what is worse they are accused of being jealous of each other to an extent which prevents co-operation, to say nothing of thorough harmony. This they would very likely deny; but where there is a pretty general consensus of opinion—shall we say?—there is almost sure to be at least a grain of reason for it. In a large city, like some of the cities of Europe, there is plenty of room for division, and perhaps musical interests are the better for it; each of many divisions can make a strong party, and the community is not large enough for that sort of thing. If we cannot have unity we can scarcely hope for success. It is said that attempts

to render high class music here have not always been made in high-class fashion; and then also the public is not always in an appreciative mood. Very often it is ungrateful criticism or attempt to outdo the music, that is the cause of the failure. Many persons attending concerts seldom think of the advantage they are to gain by leaving the best music; they go to be entertained. For advantage to listeners to use classic music would be rendered; for their entertainment another kind of thing will do. But it is useless to contend against fate, and equally useless to complain of uneducated people for their want of appreciation. It is the work of a musical society to educate its own members only, but also the public mind, and to create musical taste. This means a good deal of self-sacrifice, and some musical men do not quite see why they should make it. If we are ever to be a musical people, or a people able to appreciate good music, we must do in this case exactly what is done in others: a good deal must be risked in the concern. The want must become a deeply felt one, and then the supply will readily be forthcoming. The question is, how can this be brought about? Possibly it is too late to try the experiment upon many persons, they are past hope, because past age. Success must be looked for amongst the young, and they must be taught with great discrimination, for it is impossible that everyone should know everything. Superior excellence is attained only by a few, but we should have the whole of the country likely to develop at least a few gifted and cultured persons.

Mr. McCulloch's letter on the proposed subdivision of a part of the Field of Mars Common deserves consideration. Portions of the common offer some of the finest residential land in the city. It is elevated, well placed for drainage, and they command extensive and delightful landscape views. To divide this ground on the usual rectangular plan may be to give the largest amount of frontage, but it will not necessarily bring the best results. The Field of Mars is a fine opportunity for the Government to produce, if not a model suburb, yet certainly one that will be delightfully picturesque. The value of its sites could be quadrupled if care were taken to humour the ground, not only as to position and direction of streets, but also as to the most advantageous arrangement of all the residential spots. 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The matter would be of sufficient interest if the land were in private hands to invite competitive plans; that is a course of procedure which a syndicate would certainly take. In that case, the syndicate would get good water frontage, suitable spots for residential enclosures of great beauty; and all thoroughfares, including a railway, might be conveniently laid out, levelled, made, and drained before the sale of the land. In this way the proceeds of the sale would be increased, especially if the land were sold to the Government, and such provision for the beauty and health of the suburb would be made as could hardly be made after sale and settlement. In America the municipal authorities do sometimes step in even on private land, form the roads, and make improvements, and the result is a more beautiful and healthy suburb. The Field of Mars is a fine opportunity for the Government to produce, if not a model suburb, yet certainly one that will be delightfully picturesque. 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1. LACE, WATSON, CHEMIST, 351, GEORGE-STREET.

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Year	1990	1991	1992	1993	1994
1990	1.0	1.0	1.0	1.0	1.0
1991	1.0	1.0	1.0	1.0	1.0
1992	1.0	1.0	1.0	1.0	1.0
1993	1.0	1.0	1.0	1.0	1.0
1994	1.0	1.0	1.0	1.0	1.0





**LIFF'S CELEBRATED PIANOS.**

BRADLEY, NEWTON, and LAMB  
have received  
ANOTHER LARGE SHIPMENT  
of  
B. LIPP and SONS' celebrated PIANOFORTES  
direct from the makers, comprising  
TAUL GRANDS, LITTLE UPRIGHT GRANDS, SALONS  
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 HIGHEST CLASS FINISH,  
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 WE HAVE NOW THE LARGEST STOCK  
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WE INVITE INSPECTION,  
FOR PRIVATE SALE  
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EXTREMELY LOW PRICES.

BRADLEY, NEWTON, and LAMB,  
Pianoforte Importers,  
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**NEW ENGLAND ORGAN COMPANY'S**  
CABINET ORGANS,  
AT EXTREME DISCOUNTS FOR CASH ONLY.

Critical examination is solicited. PRICE LISTS and CATALOGUES sent **POST FREE** on application to the **SOLE AGENTS** for Australian colonies,  
J. & W. H. B. & CO., 101, QUEEN STREET, MELBOURNE, and 100, COLLEGE STREET, SYDNEY.

**STEINWAY NEW YORK PIANOS, the FINEST in the world. A SHIPMENT just landed. O'Connell-street.**  
**C H A R L E S H U E N E R B E I N,**  
IMPORTER OF PIANOFORTES,  
178, Pitt-street  
(near Compagnoni's).

**THE BLUTHNER PIANOS (Grand and Upright).**  
The instrument of the cultured classes throughout civilisation.

**CENTRAL DEPOT for NEW SOUTH WALES**

C. H. has just unpacked a very large variety of these world-renowned instruments, and begs to invite intending purchasers to inspect them. These instruments

STAND PRE-EMINENT ABOVE ALL OTHERS.

CHARLES HUENEBEIN'S  
Stock of PIANOS  
IS UNRIVALLED, and COMPRISES PIANOS  
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 &c., &c., &c.
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THE CHEAPEST HOUSE EITHER FOR CASH OR  
 TERMS.

**P**IANO, for SALE, cash bargains; nearly new: German  
 iron-frame Cottage. 481, Riley-street, Surry Hills.

**DRINKMEAL'S** superb PIANOS: cash or time pay-

**HAPSBURG PIANOS.**—Sole Importers. Beale and Company, 619, George-street.  
**BRINSMEAD PIANOS.**—A Magnificent Selection of these Pianos now open for inspection, at the  
Sole Agents—**ROYLE and CO.,** Bond-street, Sydney.

**PIANOS** (Moore and Moore, London), for SALE, cheap, in first-class order. W. E. Dance, Balmain.

**PIANOS. PIANOS.**—Buyers requested to inspect a shipment of Eddalls's, just opened. No such value in the market.

T. R. HOGG and CO., 71, Clarence-street.

**PIANOS** can be Bought at most Extraordinary Prices, in the largest and best assortment in the Kingdom.

**CRAMPTON AND BRUCE.**  
**ORGANS.**—Just received 80 marvellously cheap AMERICAN ORGANS, at 13 and 16 guineas each or easy terms. They are sure to sell rapidly, and we advise Intendees to see them without delay.

**GOOD** secondhand PIANOS for SALE. J. W. Fletcher, 243, Parramatta-street, Glebe.

**MUSICAL INSTRUMENTS for Brass and Military Bands,  
Pits, and Drum-Bands. Strings Bands.**

Concertinas, Accordions, Violin Bows, Strings, Reeds, and all kinds of fittings, at wholesale prices; also some fine old Violins, Violas, and Violoncellos, cheap. J. TAYLOR, 14, Royal Arcade, op. Mark Lane. Brass Instruments, Violins, Concertinas, &c., repaired and tuned.

**GUITARS, for SALE: very cheap and good. 71**  
William-street. The Guitar is the only instrument for apparatus, lawn tennis, or other outdoor amusement; unequalled

**P**IANOS—one walnut Cottage and two rosewood—for sale, cheap, for cash, equal new. 2, Enmore-road, Newtown

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**Horses and Vehicles.**

**F**OR SALE, 2 SPRINGCARTS. T. Daniels, Camp

**BLACK HORSE** for SALE, any trial; price \$8  
Apply J. Sanday, Walker-street, North Shore.  
**VERY handsome American PHAETON**, by Abbot  
Downing, and Co., to order; almost new. for SALE. Apply  
T. A. Sullivan, 363, George-street.  
**HANDSOME Pony CART** for SALE. On view Tat-

**NEW** Double BUGGY, lamps, strum, new silver-mounted HARNESS, great bargain. 55, Smith-street, N. H.

**FOR SALE,** 4-seated cutdown Waggon, 4-seated farmer's Waggon, new Hampshire Buggies, single Buggy with child's turnout seat, new Tray Buggies, with and without tops; light Barouche, good Dogcart Pismo, brakfast and side bar Coal Box, and Cornish Buggies with tops, cheap. JENNER and SON,

Castleisagh-street.  
**K E A R E Y B R O T H E R S,**  
 CARRIAGE MANUFACTURERS,  
 and  
 IMPORTERS OF AMERICAN BUGGIES, WAGGONS, &c.  
 have now on SALE—  
 Four-seat extension top Cabriolets  
 Oppenheim jump-seats, top and no top

Corning Buggies, top and no top (a very popular style)  
Two and three spring Ladies' Phaetons  
Cut-unders and turnout seats  
Piano Boxes, Concoards, Trays (Abbott style), and Express  
Wagons  
Harnes: Double, shifting, single, breast collar, and Concord  
Express, with improved "Dolly Varden" Winkers  
Hamphreys SAs, Cut-under and Buggy Sociables, Express and  
Surresters Wagons, in great variety.

SHOWROOMS and FACTORY, 245, PITT-STREET.

**H**EAVERY Draught MARE, good stanch worker, 30cwt. trial. Mr. Gibson, Allison-road, Randwick.

**F**OR SALE, new SPRING-CART, £11 10s. Apply at H. P. Warr's 141, George-street West.

**F**OR SALE, Delivery VAN, Horse, and Harness, with

**P**AGNEL Cart, new, £13; Pleasure Cart, £16; Business Cart, £17. Horton, Mitchell and Derwent streets, Globe.

**G**REY buggy and saddle Horse, £16; springcart Horse, stand trial, £12. Knight, 179, Castlereagh-street.

**N**EW Pagnol Cart, £17; new Springcart, £14; single Buggy, £15. KNIGHT, 179, Castlereagh-street.

**N**EW extension top Buggy, £40; new double Huggy, £30; new Tray Buggy, brake, lamps, £30. KN1011T.  
**H**AWKES'S Waggon, carry 30 cwt., £50, cost £75; new hooded surveyor's Waggon and harness, £43. Knight.  
**N**EW double-seat American Waggon, £30; new express Waggon £24. Knight, 179, Castlereagh-street.  
**M**CARTY and CO. are Buyers and Sellers of every Lot

**STRONG** double Buggy, £22; hooded single Buggy, £20. E. McCarty and Co., 161, Castle-ruagh-street, Srinagar.

**FOR SALE**, large BOX-CART, carry 30cwt., suit use about or furniture dealer. Corner Pitt and Goulburn sts.

**FOR SALE**, Waggonette, £45, 25 cash, balance £1 per week; agreements private; Park Phaeton, can be used to seat

**FOR SALE** or Exchange, new Springcars, new Vans, new Town Dray, good quality and cheap; also second-hand Tip Dray, cheap. Coleman and Son, 362, Sussex-street.

**A THOROUGH** good double-seated Hooded BUGGY, brake, cheap. Triggs, coachbuilder, Bucknell-st., Newtown.

**WAGGIES** American. Just received ex Onida. Hand-

**N**EW Pagnol Cart, with wings, \$16; light Pagnol, suit milkman, \$16; light business Cart, \$12. **M<sup>C</sup>CARTY.**

**N**EW Double-seated Buggy, with lamps, \$30; suit Single-hooded Buggy, \$32; Van and Harness, \$12. **M<sup>C</sup>CARTY.**

**F**AMILY Barouche Buggy, with doors, \$40; Family Sashless, warranted, \$65; double-seated Fly Buggy, \$35.


**N**EW Buggy Harness, £6: double Buggy Harness, £14  
set; new Hockin saddles, £3; Stock Saddles, £2. M<sup>rs</sup> Catty.  
**N**EW Harness Waggon, £27; Surveyor's Waggon, with  
top, £35; light Hawker's Waggon, £24; light heaver, £30.  
**S**PRINGCARTS, Vans, Drays, and every description of  
Vehicle, built to order for cash or easy terms; tyring done  
daily; substitutes provided free. Goldsmith and Co., next Tram-

**A** DOCTOR'S PHAETON, first-class article, was built to order in New York; also Cuttner Sociable in good order, with hood, top, brake and lamps. American and Colonial made Buggies, Waggon, and Sociables, always in stock.  
HAINING and SCHMEL,  
267, Castle-street.

**C** A N A R I E S.  
I have sold all the Canaries I had for disposal.  
S. HORDERN,  
Haymarket.

**C**OX and TATE, Business Agents, want HOUSES for  
SALE and to LET. Rents collected. Estates managed.  
J. CHARLES COX and THOMAS TATE.

**JAMES SPICER AND SONS,**  
EXPORT PAPER WAREHOUSE,  
58, Upper Thames-street,  
and  
Queenhithe Dock, London, England.  
Samples and prices on application.  
**TRAQUE MOUNTS** from 6 to 18 inch, just opened

**FRANKS** Bros., 402, 404, George-street.  


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COOGEE. COOGEE. COOGEE  
SECTION SALE WITHOUT RESERVE

**COOGEE. COOGEE.**  
**AUCTION SALE, WITHOUT RESERVE.**  
of the Executors of the Estate of the late Mr. CLANCY.  
**THE PICK OF COOGEE.**  
along the Coogee Bay. Corner of Ardron and Carr  
Carr and Frances streets. Belmore-road.

**THOMAS O'TOOLE** has received instructions from  
the Executors of the Estate of the late Mr. JOHN CLANCY  
to sell by public auction, on the Ground, **THIS AFTERNOON,**  
without reserve,  
all the real estate of the deceased, consisting of  
a corner block, 64 feet in Ardron-street by 120 feet to  
the street, on which are 3 W-D cottages. Also,  
a block 30 feet to Carr-street by 120 feet to F  
street, being lots 1, 2, 6, and 8, section 1, of Cro  
subdivision.

properties along the residence of Mrs. Cliffe, says that he has been told by the owner that there are no more than 20 allotments, each 60 feet to Belmont-road, west to Victoria-street, situated near the junction.

**WATERVIEW**, situated about 8 miles from YOUNG and 15 miles from Grangeville, containing 561 acres freehold land, 1997 acres C. P. land, and 1000 acres leasehold.

**LACHLAN DISTRICT.**

**13,750 ACRES FISHING-CLASS COUNTRY.**

**IRVING AND CO., Limited,** have received instruction to sell public auction, at the Sale Room of Irwin & Co., Sydney, on TUESDAY, 25th AUGUST, 1896, the following properties:

**ALBION PARK**, situated about 22 miles Young and 15 miles from Grangeville, containing 561 acres freehold land, 1997 acres C. P. land, and 1000 acres leasehold.

**WATERVIEW**, situated about 8 miles from YOUNG and 15 miles from Grangeville, containing 561 acres freehold land, 1997 acres C. P. land, and 1000 acres leasehold.

Improvements are extensive, comprising comfortable, stabling, sheep-drafting yards, huts, and kitchen of cooking, dividing each property into numerous paddocks.

The extremely climate and accessible situation of these properties are not only a celebrated sheep-breeding district but also afford opportunity to those on the looking-out for stock estates.

Inspection of the properties is invited, and further particulars may be obtained by applying to the proprietors, Messrs. A. E. Egan, Messrs. Young, & F. A. BRUCE, Young, and J. C. O. Limited, Sydney.

3600 ACRES  
of  
Grand Grazing and Agricultural LAND,  
near Capatimira,  
Lachlan District.

MR. W. W. WILKE, and NAYLOR are instructed to sell.

[illegible]

First-class CATTLE STATION,  
known as  
TUCKA TUCKA,  
situate on the  
MONTVIE RIVER,  
in the  
DISTRICT OF GWYDIER,  
with  
100 Head (more or less) CATTLE, a well bred  
50 head of HORSES  
GRADING PLANT &c. &c.,  
the Property of Messrs. DIGBIT BROTHERS.

PINKIE and WOLFE have received instrus  
in Messrs. Digbit Brothers to sell by auction, at the  
herce, Exchange, Sydney, on TUESDAY, 18th Sept  
1890, of  
the famous TUCKA TUCKA STATION, renowned  
for breeding capacities, and intersected by the M-  
River, to which it commands a double frontage of  
miles,  
together with

4000 Road (more or less) CAUSE  
120 loads of HICKORY  
**WORKING PLANT, &c., &c.**

A magnificent station, admitted to be one of the best  
in New South Wales, embraces an area of 63,302  
acres as follows:-  
46,735 acres of CROWN LAND  
5,217 acres HILL UNDER PRE-LEASE  
1,352 acres CONDITIONALLY PURCHASED  
10,710 acres FREEHOLD LAND.

It is almost enclosed with substantial post and rail  
fencing, and subdivided into paddocks.  
The particulars of the improvements, which are regular  
and well kept, as well as further description of the country  
will appear in a future advertisement.

**For terms, apply to the**  
**GOVERNMENT LAND OFFICE,**  
**PRELIMINARY ANNOUNCEMENT.**

**ON AN EARLY DATE.**

**HIGHLY IMPORTANT SALE**

**MOST VALUABLE GOULBURN PROPERTIES.**

**ROSE J. J. ROBERTS** has received instructions from Mr. H. Payne (who intends visiting Europe early next year) to dispose of the undermentioned VALUABLE PROPERTIES:

**KENMORE ESTATE,**  
comprising in all 1071 acres 1 road 14 perches,  
which will be submitted as follows:—

1.—KENMORE HOUSE AND GROUNDS, consisting of 251 acres 1 road 26 perches

2.—PADDOCK, containing 165 acres 3 roads 20 perches of rich pasture

3.—PADDOCK, containing 646 acres 6 roads 3 perches, excellent grazing land, thickly grassed and watered.

Also,  
**FOR PRIVATE SALE**  
(with immediate possession),  
**THE GOODWILL AND RESIDUE LEASE**  
of the  
**ROYAL HOTEL,**

nearly six years to run.  
 particulars on application to the auctioneers, Ashmole & Co.  
**QUEENSLAND STATION.**  
 H. HARD GIBSON and CO. have received instructions from Mr. Joseph Lunn to sell by auction (the auctioneers), in conjunction with J. T. C. HANKE, the following property:  
**MENZIES HOTEL, MELBOURNE.**  
 FRIDAY, 7th SEPTEMBER NEXT,  
 at 3 o'clock,  
 the HUDDERFIELD STATION,  
 situated in the south-western district of Queensland, containing an area of 220,000 acres of Crown land, together with  
 1500 CATTLE  
 500 SHEEP  
 80 HORSES.  
 The country consists of high undulating mallee and gully country, and there are intercepted by many ridges, it is

[illegible]

Further particulars apply to the agents.

**B. H. E. A. G. L.**  
(late Jackson and Pickworths),  
**AUCTIONEER**  
and  
**COMMISSION AGENT,**  
LINDERS-STREET, TOWNVILLE, Queensland,  
and of Produce sold by Auction every WEDNESDAY  
at 11 o'clock, and General Lines every THURSDAY  
at 11 o'clock. Goods will be received and sold  
as required, on all description of goods for want  
of use.

**C. R. S. EAGLE**

**SALE AT MARY.**

Merchants, Brokers, Speculators, and others.

**ROGE BUTTERWORTH** has received instructions  
from the Proprietors to sell by public auction, on  
FRIDAY the 7th September, at 11 o'clock,  
at Tattersall's Hotel, Hay, at 3 o'clock,

that centrally situated and naturally built for  
any business, and the only one in the  
district, Hay, at present leased to Messrs. FERRIS  
CO., having about 21 months to run, better  
as the

**SYDNEY CASH STORES.**  
Stores are 60 feet long by 34 feet, conveniently  
situated for a general clothing business, with dwelling  
on the second floor, and a large cellar, with a  
corner, 34 x 120, next door but one to  
MAYNARD'S, THE LATEST AND MOST  
MODERN BUILDING.

**GRAND BUSINESS CENTRE.**  
These command a good rent, and are likely to continue  
in value.

**Conditions at sale.**

Particulars of this apply to Mr. F. W. W. NEEDS, Esq., to  
be sold by

**G. BUTTERWORTH, Auctioneer.**

**NOTHING MARVELLOUS.**—Fowler's Half-

Stationers' Hall, 884-7, George-st



MONDAY, AUGUST 30.

**MONDAY, AUGUST 20.**  
**BOOTS AND SHOES, BOOTS AND SHOES.**  
 A Shipment of Choice Boots and Shoes,  
 JUST LANDING, CONSISTING OF  
**WOMEN'S GLOVE KID BUTTIN**  
 Ditto LASTING R.B. PAIR and TOES  
 Ditto ditto T.P.H. Shins  
 Ditto MONROUE & M.H. ditto  
 Ditto HINGLOU GLACE KID. R.B.  
 and AN EXCELLENT ASSORTMENT of  
 Ladies, Men to be sold in  
 Morocco, and Fancy R.B. and  
 Shins.

**FRASER AND CO.** will sell the above at the City Market  
 on MONDAY, 20th August, at 11 o'clock.

**TUESDAY, AUGUST 21, at 11.30 for 11.45 sharp**  
 on the  
**PREMIERS, 27, OZBORN STREET NORTH.**

**GREAT CLEARANCE AUCTION SALE**  
 of  
**DOUBLE AND SINGLE SEAT BUGGIES AND**  
 CARRIAGES,  
 with and without top, and of the latest and most approved  
 fashions, quality, and styles.

By order of the **AMERICAN CARRIAGE COMPANY,**  
 of NEW YORK.

This being their first sale of carriages to this market, the  
 authorized agent has determined to offer the lot at auction, in  
 order to afford gentlemen an opportunity to obtain a really  
 first-class carriage at a very low price.

The parcel comprises 17 Vehicles of various kinds (in fact

superior to anything in this market, and two waggon.

CATALOGUES ISSUING.  
FRASER & CO., Auctioneers,  
City Mart.

**CATALOGUE of BUGGIES and WAGGONS**  
TO BE SOLD BY  
TUESDAY, 21 AUGUST,  
by  
FRASER & CO.  
for the AMERICAN CARRIAGE COMPANY,  
217, George-street, Sydney,  
by public auction, at half-past 11 o'clock.

Lot 1—1 open concord buggy  
2—1 hooded phaeton, and spring  
3—1 open demoraat buggy  
4—1 ditto ditto ditto  
5—1 hooded piano box ditto, and spring  
6—1 open concord ditto  
7—1 hooded phaeton ditto, three springs  
8—1 ditto cornering ditto, and spring  
9—1 ditto phaeton ditto, ditto ditto  
10—1 open liver ditto  
11—1 hooded open coach ditto, Tinker spring  
12—1 ditto turnout seat ditto  
13—1 ditto piano box ditto, Brewster spring  
14—1 open basket ditto  
15—1 extension top cutdown tiger wagon  
16—1 open buggy buggy, Brewster spring  
17—1 hooded sailing tug ditto  
18—1 open turrett ditto  
19—1 extension box extra ditto, available

These magnificent vehicles are open for inspection at 527,  
George-street North.

**FRASER AND CO.,**

Auctioneers,

**TUESDAY, AUGUST 21.**

At the City Mart, at 11 o'clock sharp.

**MUNTZ METAL.**

5 cases 16oz.                      Slightly damaged.  
3 cases 18oz.                      Ex Gulf of St. Vincent.  
2 cases 20oz.  
2 cases 22oz.  
3 cases 24oz.

On account of whom it may concern,

By order of Messrs. Montefiore, Joseph, and Co.

**F**RASER and CO. will sell by auction, the above, at 11  
o'clock sharp.

**TUESDAY, AUGUST 21.**

At the City Mart, at 11 o'clock sharp.

**CORROING.**

The well and favourably known Adelaide works, now being  
built in GLASGOW in 1904, by J. G. Laurie, engaged by

Blackwood and Co., and her net register number is 306 ;  
s.p. 20 speed, about 10 knots.  
Tide hauler is well adapted for our coal and intercolonial  
trade. No open for inspection at the Market Wharf, where  
the discharging is being done.

**FRAISER AND CO.** have received instructions from the  
Governor Agents, John Mellicham and Co., to sell, as above.  
The steamship **COOMBING**, 304 tons register, with all gear,  
boats, &c., as per inventory at the Rooms.

WEDNESDAY, August 22.

At the City Marts, at 3 o'clock.

**FERGUSON, DAVIDSON, and CO.'S SHIPMENT**  
South dressed  
FLOORING and LIVING BOARDS.  
Ex Fifth of Dornoch.

1568 Boards 6 x 12 and 6 x 8, Flooring, 17,300 feet.  
1768 Ditto 6 x 12 and 6 x 8, ditto ditto, 17,300 feet.  
4164 Ditto 6 x 12 and 6 x 8, and 6 and 12 in. Flooring, 67,234 feet.

By Order of Mr. **ALBERT A. SMITH**.

**FRAISER AND CO.** will sell by auction, as above,  
The shipment of Flooring and Lining, ex Fifth of Dornoch,  
on Wednesday, August 22.

At the City Mart, at 11 o'clock.

**SNOWFLAKE KEROSINE, 150 PER CENT. TEST.**  
500 CANS EACH, 3 GALLONS.

By order of Messrs. GILCHRIST, WATT, and CO., Agents for this celebrated brand.

New stored in Town's Bond, and may be had for duty paid or in bond.

**F**RAISER and CO. will sell by auction, as above, 500 CANS of kerosine before mentioned.

**WEDNESDAY, AUGUST 8,**  
at the City Mart.

**PASSINGERS' SURPLUS STORES, at PATHAN.**

By Order of Messrs. YOUNG and LARK.

These stores are of superior quality and in excellent condition, as follows:-

**PRESERVED MEATS, such as PRIME MESS BEEF, PRESERVED POTATOES, PRIME MESS PORK, FLOUR, (A)LMAL, CHICKEN, BUTTER, CANDLES, RAISINS, TEA, Coffee, Lead Beans, Beans, Rice, Split Peas, Currants, Mustard, Pepper, Limburger, Salt, Hops, Condensed Eggs, Malted Spiced, Jams, Marmalade, Sugar, Baking Powder, Vinegar, &c.**

**F**RAISER and CO. will sell the above by auction, at 11 o'clock, on WEDNESDAY, August 22nd, at the City Mart.

at 11 o'clock.

Inspection invited.

**WEDNESDAY, AUGUST 22,**  
at the City Hall,  
at 8 o'clock.

**DRESSED FLOORING, LINING, AND WEATHERBOARD**  
from the celebrated mills of  
**ROBERT MILLAR and SONS, Montreal.**

By order of Messrs. JOHN GILCHRIST and CO.

**IN FIFTH OF DORCHESTER.**

15,000 feet 6 x 4 T. and G. White  
10,000 feet 6 x 4 ditto ditto  
5,000 feet 6 x 4 T. and G. and Beaded White  
5,000 feet 6 x 4 ditto ditto ditto.

**IN SUMMIT.**

30,000 feet 6 x 4 T. and G. White  
14,000 feet 6 x 4 ditto Red  
14,000 feet 6 x 4 ditto White  
14,000 feet 6 x 4 T. and G. and Beaded White  
15,000 feet 6 x 4 ditto ditto ditto  
50,000 feet 2 x 6 ditto circular boards.  
Also,  
25,000 feet chamfered weatherboards.  
31,000 feet laths, 6 feet long.

**FRASER and CO.** will sell by auction, at the City Hall,  
The above.

WEDNESDAY, 22nd AUGUST.

QUEENSLAND HUGGINS  
COLONIAL WIGANS  
DAMPING SUPERFINE VICTORIAN FLOUR  
CURRANTS, ULSTORTS, GROCEERIES  
NEW ZEALAND BUTTER, NEW ZEALAND LARD  
NEW ZEALAND JAMA, in special condition, &c.

**F**RASHER AND CO. will sell the above at the City Mart,  
on WEDNESDAY, 22nd August, at 11 o'clock.

**O**RDER OF SALE FOR THE WEEK.

**M**ONDAY, Aug. 21.  
at 11.

**T**UESDAY, Aug. 21.  
at 11.

**T**HURSDAY, Aug. 22.  
at 11.

**F**RIDAY, Aug. 22.  
at 11.

**S**. HERMAN will sell by auction at his Rooms, 185, Pitt-  
street, NEW ZEALAND BUTTER, NEW ZEALAND LARD, &c., of the  
days specified, at 11 o'clock each day.

No Reserve. Terms strict.

**WHEAT & FLOUR, AUGUST 22, AT 11.**

To Horticulturalists, Farmers, and others.  
**GREAT SALE OF FRUIT AND ORNAMENTAL TREES, NEW  
 FLOWERING PLANTS, SHRUBS, &c.**

**N** HERMAN will sell by auction, at his Rooms, 165,  
 N. W. Street, next Evening News Office, on **TUESDAY** next,  
 August 21, at 11 o'clock.

The following choice collection of:—  
 Camellias, daphnes, magnolias, paeonies  
 Roses, plums, peonias, dahlias, violets  
 Fuschias, wallflowers, turban-roses, &c.  
 Fruit Trees, carnations, geraniums, &c.  
 Apples, pears, peaches, nectarines  
 Plums, cherries, quinces,  
 &c. &c.  
 See, leaves, grapes, and oranges.

**THIS DAY, 5 p.m.**

**S** AUNDERS and CO. will sell at Noon, **Japanese Geese**  
 and **Japanese Ducks**, viz:—  
 bedding, &c. No reserve. **Terms, cash.**



**TUESDAY, AUGUST 21.**

WEDNESDAY, 22nd AUGUST, at 3 o'clock in the  
Afternoon

MONDAY, 20th INSTANT,  
at 10 o'clock,

**TRADE NOTICE**

At the  
NEW AUCTION MART,

FOR SALE BY AUCTION  
Whampoa (s.), from Hongk

FOR SALE BY AUCTION.

ers' Blocks, Table, Tube  
PING MACHINE and Filler  
and Ralls

ditto, for Messrs.

2240 pair full sheep, for Messrs. Loughman, M  
and Co., Nylamam  
160 ditto ditto, for R. Webb, Esq., Woodlands  
To Private Gentlemen, Dealers, and others,  
**PURE ALDERNEY COWS AND HEIFERS**  
from Mr. John Vaisey's Westfield Farm, Victoria.  
**H. ILL, CLARK, and CO.** are instructed by the  
John Vaisey, Esq., to sell by auction, at Woollier  
Pitt-street, on **WEDNESDAY AFTERNOON**  
January, at 2 1/2 o'clock, viz:  
A further consignment of his pure Alderney cattle,  
viz:  
10 pure cows and heifers in full profit and springing  
1 young bull fit for service.  
These cattle are all descended from imported stock  
and are the present crop and will be found superior  
to any other yet brought over. The cows are all in calf  
Champion bull, Jersey Duke, who will be on view du  
ring the sale.  
The great better producing qualities of these cattle  
are well known, and they are well adapted for use as  
are even very fast in trot and pace, and as this will be  
the last shipment for some considerable time, special at  
tention is called to this sale.  
To Horse-breeders, Farmers, Carriers, and others  
**UNRESERVED SALE**  
of the  
**CAREFULLY BREED**  
**DRAUGHT AND COACHING STU**  
**Measrs. Walter and Horace Buttor,**  
**ALLIWAY BANK,**  
consisting of  
**DRAUGHT AND COACHING HORSES**  
and harnesses, and all requisites for the same.

Messrs. WALTER R. and HORACE M. SUTTON  
 have instructed  
**CLEMENTS and MCKEE**, in conjunction  
 Messrs. R. and W. OAKES, to sell by auction, at  
 WEDNESDAY, 12th September proximo,  
 at a conference of  
**DISOLUTION OF PARTNERSHIP,**  
 the whole of their  
**MAGNIFICENT HUD.**  
 The only stock used in the Stud have been imported  
 from the "BLOOD OF JACKS" imported by many good judges  
 to be the Purest-bred Clyde-dale imported, and later pur-  
 by the Celebrated Pure-blooded Breeder, A. TOWN,  
 Richmond, & Robert's "Empire" the finest horse of his  
 his death;  
 and the  
 Coaching Stallion "YORKSHIRE BEGG," imported  
 Sale will be to the highest bona-fide bidder, and will  
 on the  
**BATHURST AGRICULTURAL SOCIETY'S GROUND**  
 on the first premises of the  
**BATHURST RACES,**  
 September 12th, 1885,  
 commencing at 1 p.m.

LAMBSON on the grounds at 12 o'clock.  
 CLEMENTS and WCA  
 R. and W. OAKES  
 AGRICULTURAL SOCIETY OF NEW S  
 WALES.  
 T. S. CLIBBONS is prepared to undertake the  
 HORSE, either PRIVATELY or by AUCTION, du  
 forthcoming Agricultural show.  
 Job, King-street, Sydney.  
 BRUNKER and WOLFE have received inst  
 to sell by auction, at Homebush, on MONDAY,  
 August, 1884, at 11 o'clock,  
 1500 prime fat white Messrs. Dangar Bros.  
 500 ditto ditto, per steamer.  
 Terms, cash.  
 AMERICAN MERINO SHEEP.  
 Pure spanish Vermont blood.  
 BRUNKER and WOLFE have received inst  
 to sell by auction, at Shark Island, Port Jackson,  
 on SATURDAY, the 24th AUGUST, 1884, at 12 o'clock,  
 On account of Mr. W. G. Markham, Colonial  
 10 pure bred merino rams, 2 and 4-tooth, pure sp  
 pure blood, bred by Messrs. R. and W. Wolc  
 10 pure bred merino ewes, 2 and 4-tooth, pure sp  
 pure blood, bred by Messrs. R. and W. Wolc

San Francisco, breeders of thoroughbred merino sheep.  
 5 of these rams are by 1st premium from Culmulla, 2 imported ram Goliath 2nd, and 3 by ram Col. Stewart.

On account of Mr. Thomas G. Jones, California.  
 17 pure Spanish Merino rams, 2-tooth  
 24 ditto ditto ditto ewes, 2-tooth

These sheep are from the best merino studs in the State, pure selections from the Rocks those celebrated by the pure Vermont sheep, Messrs. Hammond, Rockwell, Des and Severance.

Registered pedigrees of these high-class sheep may be application to the Auctioneers.

Sale catalogues, with full pedigrees, forwarded.

BRUNNEN and WOLFE  
 Auctioneers  
 Sydney and Melbourne

**N O T I C E**

**AMERICAN MERINO SHEEP**  
**SHARK ISLAND.**

Persons desirous of inspecting the American Sheep for sale at Shark Island, may do so on application to the undersigned.

**THE AGRICULTURAL SOCIETY'S**  
SYDNEY, AUGUST, 1883.

EXHIBITORS are requested to favour us with particulars of STOCK AND PRODUCE for sale at the said Show, in order that we may prepare Sale Catalogue for distribution amongst interested purchasers.

We are prepared to receive Stock and Produce for sale at the Federal Railway Station or wharfe.

Our Mr. BRUNCKER will conduct the sale.

**BRUNCKER and WOLFE,**  
Auctioneers,  
Sydney and Melbourne.

**THE AGRICULTURAL SOCIETY'S SHOW,**  
AUGUST, 1883.

GRIFFITHS and WEAVER have received instructions from Messrs. Griffiths, Panning, and Co., to sell by auction, on the Association Ground, the following valuable selection of stock:

STUD CATTLE,  
NOTED WOODCOCK HORN HERD.  
1 pure Durham bull, 3 pure-bred Durham heifers,  
Mewar, Griffiths, Fanning & Co. Vendors  
Canton, Richardson & Co. Auctioneers  
Wade.

ACHILLES, 1943, rich bay bull, calved October  
5th, 6th Duke of Derriernut, 421, A.H.B.

2.  
NORALI, 1294, roan heifer, calved October 24, 16  
6th Duke of Derriernut, 421, A.H.B.

3.  
ARIADNE, 1418, roan heifer, calved February  
5th, 6th Duke of Derriernut, 421, A.H.B.

4.  
NIOBE, 1466, red heifer, calved April 30, 1932  
6th Duke of Derriernut, 421, A.H.B.

For pedigrees and particulars apply to  
S. GRIFFITHS and WEAVER

HARRISON, JONES, and DEVLIN, Limited,  
received instructions to sell by public auction, on  
bush, on MONDAY, the 20th, at 11 o'clock  
200 acres of land, with 300 head of cattle  
300 prime fat sheep—Mr. J. Burke

**JOHN BRIDGE** will sell by auction, at his Stores, THIS DAY, at 9.30, Horses, bone, hair.

**PAT CATTLE and SHEEP.**

**HOMEBUSH, MONDAY, AUGUST 20.**

**PITT, SON, and BADGERY** have received consignments to sell by auction, at Corporation Yards, here, on **MONDAY NEXT**, at 11 o'clock.

100 prime fat cattle, for Mr. R. W. Keberdy  
170 ditto ditto cattle, for Mr. R. M. Swift  
160 ditto ditto, for Messrs. Spencer Bros.  
2000 ditto ditto sheep, for Messrs. Spencer, Warr  
3000 ditto ditto ditto, for Mr. S. M. Swift.

**TRADE NOTICE.**

**WILKINSON, GRAVES, and LAVEND** will sell by auction, at the Municipal Yards, Homebush, THIS morn., at usual hours.

1800 prime fat cattle, for Messrs. Macdonald, Keroury, per consignment from Darling Point.

500 prime fat sheep, on account of S. McLaughlin, per consignment from Darling Point.

**T. SOLIVAN and SON** have received instructions from **W. R. O'Reilly** to sell, by auction, at the **SALOON**, on **Monday, August 12, 1890**, at 11 o'clock, a fine lot of really prime and weighty fat bullions, from his noted Warengo station, per rail from **STOKE BULLOCKS AND COWS.**

**E. Lellis and CO.** have received instructions from **W. R. O'Reilly** to sell, by auction, at the **SALOON**, on **Tuesday, August 13, 1890**, at 11 o'clock, a fine lot of really prime and weighty fat bullions, from his noted Warengo station, per rail from **STOKE BULLOCKS AND COWS.**

**B. N. D.**

**EIGHTEEN ALLOTMENTS, HENDERSON'S SUBDIVISION, CENTRE OF BONDI.**

For Auction SATURDAY, THE 10TH OF AUGUST, 1890, AT TWO O'CLOCK, P. M.

By **W. P. RICHARD, Auctioneer.**

299, George-street, Sydney.

Plans and particulars at Rooms.

**A BULLETIN or MANIFESTO, what is it?**

Public Notice, page 3.

**G**IRLS and BOYS—Come right along, and ask about JUNO, American Novelty Co., Full-length  
**B**BREAKFAST and TEA SETS of the newest  
Iray Irons, 605, 404, George-street.  
**S**OMETHING MARVELLOUS.—Fuller's  
Illuminated Album, Wellington Hall, 143-7,  
**C**OME and SEE the MONKEYS at the Zoo  
Park. Open daily, from 9 a.m. to 5 p.m.  
**G**RAND LAND, close to BUCHWOOD Station  
AFTERNOON, BATT, MODD, and GUNBY



### Building Materials.

GLASS, for Shop Fronts  
CURT GLASS and GLAZING  
Examined and Re-tempered Glass  
Borders, Coruna, &c.

ALEX. BORTHWICK,  
251, George-st.  
Hancock-Glass, George-street, opposite Railway  
station.

of genuine White Lead, Oil, Colours, Brushes, &c.,  
JAMES WILSON, 100, George-street.

AMERICAN RETIOWOOD SHINGLES and BROOKS,  
Jas. GOODLET and SMITH, 403, George-street.

Best American SHELVING, now landing, for  
JAMES L. Goodlet and Smith, 403, George-street.

LEAD, all sizes, now landing. GOODLET  
and SMITH, 403, George-street.

GLASS.—A large assortment just landed

**GODFREY and SMITH, 483, George-street.**  
GLASS, 19, 21, and 26 cm., coloured and ornamental. GODFREY and SMITH, 483, George-street.  
**FLAT GLASS.**—Diamond and rough cast  
GODFREY and SMITH, 483, George-street.  
**CRISTALLI, DAVIDSON, and CO.'S Crown Brand of**  
Scotch FLOWING is the best imported  
**ZEALAND TIMBER COMPANY, Limited,**  
Sydney Branch.

**ZEALAND KAURI TIMBER MERCHANTS,**  
40, George-street West.  
Zealand Timber Yards: Huxtable Bay, Pyrmont Bridge-  
Road.

**PORCELAIN and Enamelled Stairs, Mantelpieces, Fenders,**  
and other articles made to order.

rater, from 10s to 25 cts, in great variety. O. E.  
 of NEW CHINA, China, Japan, Fir-street, Circular Quay.  
 CLEAR PINE, and Redwood Boards  
 Oregon, and Pitch Pine Deals  
 Boards-Pine and Baltic  
 Flooring Boards—Jalisco, White Pine, and Oregon  
 Boards, Skirting, Architecture, &c. &c.  
 STREET, BROTHERS, RUSSELL-STREET.  
 BALK GIRDERS, Laths, Felloes, Spokes, &c.  
 STREET, BROTHERS, RUSSELL-STREET.  
 MALE MANTELPICES,—OLDING BROS.,  
 de Merchants, Custom House-buildings, Circular Quay  
 Street.—Cement in stock, ready for immediate  
 delivery. W. Farr, Railway Station.  
 WHITE LEAD, OIL, and COLOUR WARE-  
 HOUSE.

[illegible]

**LAND AND TIMBER COMPANY, Limited,**  
Sydney Branch,  
Have on hand—  
a great stock of Kauri in fitches, boards, T. and G. flooring,  
all sizes: Skirting, Architraves, Mouldings, Man-  
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